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Modern Tariff History: Germany, United States, France. By PERCY ASHLEY, C.B. 3d edition. New York: E. P. Dutton & Co., 1929. Pp. 365.

This book was originally published in 1904, and a second edition was issued in 1910. The third edition leaves the book substantially unchanged. For Germany and France the commercial and industrial statistics have been brought up to 1913. For the United States there is added a brief account, based largely on the writings of Taussig, of the Tariff Act of 1913. The publication in 1919 by the United States Tariff Commission of its report on Reciprocity and Commercial Treaties has provided the author with the basis for a more extended discussion of the tariff bargaining and reciprocity experiences of the United States. Although the book makes no claim to original research, it gives a useful and well-documented historical and analytical account of the tariff policies of the three countries covered.

No attempt is made to give an account of the development of tariff policies during the war period, on the ground that the war "suspended altogether the normal economic life of two of the states whose tariff policy is considered in this book, and for the United States, as for the rest of the world, created trade conditions in which tariff policy played no part." This is a debatable position. The war has given rise to important changes in national attitudes toward most favored-nation treaties, bargaining tariffs, unfair competition in international trade, "key industries," merchant shipping and other relevant matters, changes which may be expected to exert an appreciable influence on the development of commercial policies during the next generation.

The author makes brief mention of some of the important provisions of the Treaty of Versailles dealing with matters affecting commercial policy. He is in error when he states (p. 127) that the Peace Treaty obligates Germany to give *permanently* to the Allied and Associated Powers most-favored nation treatment in all that relates to the importation, exportation, and transit of goods, and to navigation. Article 280 of the Treaty states specifically that these obligations "shall cease to have effect five years from the date of the coming into force of the present Treaty . . . unless the Council of the League of Nations shall, at least twelve months before the expiration of that period, decide that these obligations shall be maintained for a further period, with or without amendment."

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